training institute. Necessary approval for upgradation of infrastructure at Indira Gandhi Rashtriya Uran Akademi (IGRUA) has also been conveyed to IGRUA. Government also encourages private parties to set up flying training centres subject to availability of infrastructure.

(c) There are 42 flying training institutes/clubs/schools in the country of which 26 are operational. 15 of these are under Government and 11 are run by private enterprises.

Setting up of International airport at Greater Noida

297. SHRI MANOHAR JOSHI: Will the Mini.ster of CIVIL AVIATION be pleased to state:

(a) whether Government propose to set up an International Airport at Greater Naida (U.P.);

(b) whether the Central Government have received any formal proposal from the State Government of Uttar Pradesh to this effect and whether any site has been identified by State Gvoernment; and

(c) if so, the details thereof and the expected time for coming up of the airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) A proposal has been received from the Government of Uttar Pradesh to set an International airport near Jewar, Gautam Buddha Nagar District for which a site has been identified by the State Government.

(c) The project is under examination.

Development of infrastructure for expanding aviation sector

298. SHRI KARNENDU BHATTACHARJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that aviation sector is on the threshold of unprecedented expansion but the infrastructure therefor is unable to keep pace with the demand;

(b) if so, what steps Government are taking to develop necessary infrastructure to meet the demand early along with releasing the funds therefor; and

(c) The details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir

(b) and (c) Airports Authority of India (AAI) has already initiated various measures to develop Airport and Air Navigation Services (ANS) infrastructure to meet the growing demand of the aviation sector. The capacity of terminals and aprons are being increased. Runways are being strengthened and their lengths are being increased wherever necessary ANS infrastructure is being upgraded and modernized. AAI spent Rs. 3,535 crores during the Tenth Plan (2002-07) on these

infrastructure developments and has programmed to spend Rs. 12,434 crores during the Eleventh Plan (2007-12).

AAI has been mandated to expand and modernize Kolkata and Chennai airports besides developing 35 non-metro airports. In addition, the airports at Delhi and Mumbai have been restructured and are being expanded and modernized through Public Private Partnerships (PPP). Greenfield airports at Hyderabad and Bangalore are being set up through PPP. In principle approvals have been given for new Greenfield airports at Mopa (Goa) and Navi Mumbai. Further, many State Governments are considering development of several smaller airports.

Air travel situation in North-East

299. SHRI KARNENDU BHATTACHARJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that North East is the most neglected sector of the Civil Aviation industry so are like ageing aircraft, lack of basic facilities at the airports, non-adherence to flight timings etc.;

(b) whether any dedicated steps are contemplated to improve the air travel situation in North-East; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. During the last three years number of flights operated to/from and within North East has increased to 287 flights/week from 169 flights/week. Aircraft which are maintained in airworthiness condition as per the stipulations of manufacturers and approved by the Director General of Civil Aviation are only allowed to operate services. The average age of the fleet of most of the airlines is below 10 years. 22 airports are maintained by Airports Authority of India (AAI) in the North East, out of which 11 are operational. The operational airports are not lacking in basic facilities. Generally the scheduled domestic airlines are adhering to their time schedule.

(b) and (c) Airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by Government. According to these guidelines, all scheduled operators are required to deploy in the North Eastern region, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep (Category-II routes) at least 10% of their deployed capacity on trunk routes (Category-I routes), Further, at least 10% of the capacity thus required to be deployed on Category-II routes, is required to be deployed for connectivity exclusively within these regions.

For development, modernization and upgradation of airports and construction of 3 new Greenfield airports in North-Eastern Region, AAI has projected an expenditure of Rs. 1520 crores for various schemes to be taken up in Eleventh Five Year Plan.

Out of the eleven non-operational airports in NER, action is in hand to prepare detailed project report to opertaionalize 8 airports *viz.* Passighat, Tezu, Along,